GEOGRAPHIC NEWS BULLETIN

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PEASANTS OF SOUTHERN ITALY. (See Bulletin No. 1.)

HOW TO OBTAIN THE BULLETIN

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Florence: Where Captains of Industry Ruled

FLORENCE, which was the starting point for expeditions by armed Italian Fascisti, or nationalists, against communists, had "captains of industry," "business administrations," unemployment, and riots by the proletariat of its woolen shops when Lawrence and Lowell, Mass., were happy hunting grounds for Indians and when Columbus was unborn.

One of the most famous of the world's art centers, Florence has not had the peaceful existence sometimes associated with art. But it has had wealth in abundance, which is important, for art seldom develops in poverty-stricken communities. In the twelfth, thirteenth and fourteenth centuries this city-state was perhaps the wealthiest community in all Europe. More than 30,000 workers were employed in its woolen industries and its traders were found throughout the known world. Florence was to such an extent a synonym for wealth that, when a Florentine was taken prisoner, the ransom demanded was twice that for a citizen of another community. The coin of Florence, the florin, was the standard money of Europe.

Paradise for Business Men

This widespread commerce naturally poured an increasing stream of wealth into Florence and made its merchants and proprietors opulent. The city fairly bristled with "captains of industry" and "merchant princes." The forms of a republic had been established but from the first it was strictly a business men's government. The guilds or associations of the leading merchants in the several lines of trade each elected members to the governing body. Later the representatives of some of the minor guilds were permitted to join the governing group. The laborers made strenuous efforts to obtain a voice in what might be referred to in the terms of today as the city's "business soviet," but except for a brief period following a revolt, were excluded. For a time nobles were denied a voice also and the town was a business men's paradise.

The famous Medici family were among those enriched by the industry and trade of Florence. They owned a chain of sixteen banks about Europe. By the generous use of their money and influence they became the patrons and dictators of Florence and later its ducal rulers, though the forms of the republic were retained for some time.

A Treasury of Famous Art Objects

Florence shows today the results of its great medieval wealth and the fact that it was the fountainhead of the Renaissance, for the city probably contains more art treasures than can be found in any similar area. Among the masters who worked in Florence—many of them born and reared there—were Michael Angelo, Raphael, Leonardo da Vinci, Giotto, Luca della Robia, Donatello, Fra Filippo Lippi, Botticelli, and Andrea del Sarto, besides a host of lesser painters, sculptors and architects. Dante and Boccaccio, among the greatest literary lights of the Renaissance, were Florentines as were Galileo, philosopher, and Machiavelli, statesman.

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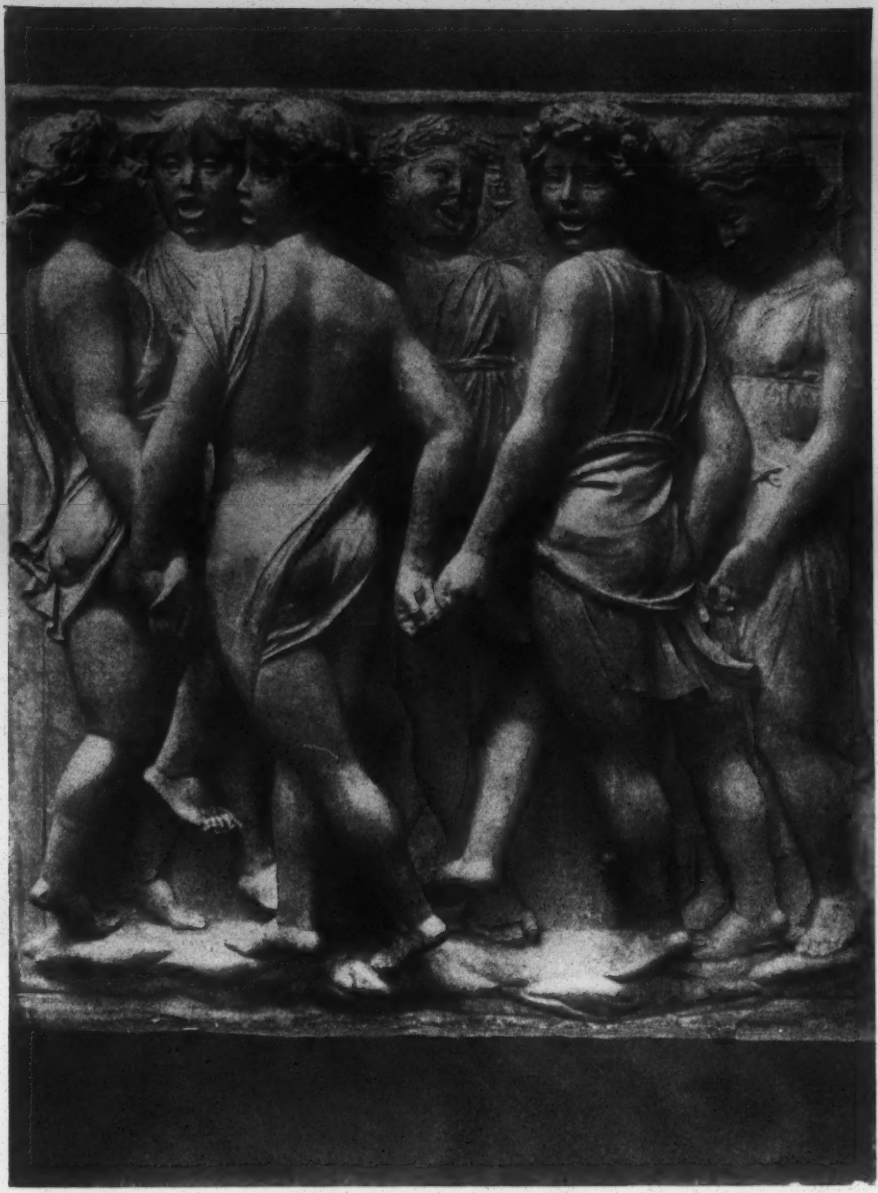

THE DANCING, SINGING CHILDREN, BY LUCA DELLA ROBBIA, IN THE MUSEUM OF THE CATHEDRAL: FLORENCE

Authorities agree that "the naive charm of childhood" never has been portrayed better than in the ten groups of reliefs of which this is one. They are regarded as unequaled alike for the naturalness and truth of the figures and for the grace of movement and form they possess.

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Who Surveyed the Ocean?

RECENT discussion of such ocean phenomena as the reported variations of the Gulf stream, the unusual warmth of the Arctic waters around Scandinavia, and the movements of icebergs gives rise to the question, "Who surveyed the ocean?"

We honor the railroad builders who tracked the wilderness for our easy travel; we take the oceans for granted. An observation car passenger, conscious of bridges, tunnels, "cuts" and "fills" realizes that the civil engineer preceded the one in the cab. But many a trans-Atlantic traveler considers that Columbus found the way—and that's that.

One of a Famous Triumvirate

In point of fact the observation of winds and currents, the marking of fog and iceberg limits and rain areas, and soundings for temperature constitute a preliminary work without which the safe and swift ocean travel of today would be impossible. The pioneer in this work was Matthew Fontaine Maury, whose name is as familiar to the navigator as is that of Darwin to the naturalist. In the early annals of the American Navy he is linked with Charles Wilkes and Matthew Calbraith Perry.

A communication from Josephus Daniels while he was Secretary of the Navy, to the National Geographic Society, relates the fascinating narrative of Maury's career as follows:

"Maury early heard the call to the sea. His elder brother had lost his life in the naval service, and his father opposed Maury's ambition to follow the profession that had robbed him of his first-born, even though the appointment came from Sam Houston, then Congressman from Tennessee. What romantic history hangs around the association of Houston and Maury—fighters both and American pioneers and statesmen, too!

"The consuming passion, which made him always follow the path of duty, did not permit even parental objection to dissuade Maury from the high calling in which he was to win primacy.

No Naval Academy Then

"There was no Naval Academy when Maury entered the navy. He had been so proficient in mathematics in the country school in Tennessee that he was called upon by his teacher to instruct the younger boys, and on shipboard he continued the methodical study which made him the first scholar and scientist in the navy.

"Using a Spanish work on navigation, he acquired a knowledge of the Spanish language along with a mastery of a subject essential to a seafaring man. In his watches he drilled into his mind the formulas from notes made below decks.

"Laying broad foundations, it was not until his voyage around Cape Horn, when he sought in vain for reliable information as to the winds and currents to be encountered and the best paths for the vessel to follow, that this need,

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Numerous palaces, bridges, towers, and sacred structures show the genius of Florentine architects. Among the latter is the cathedral, the world-famed Duomo. Observers have compared the feeling of vastness which one has on viewing the mighty dome of this edifice to that which comes from contemplating the pyramids. Nowhere else in the world has man built a roof which encloses so great a pillarless void. He who ventures up the many stairs that furnish a way to the top between the double skins of the dome, feels like a tiny fly scaling a gigantic pumpkin.

Used Wealth to Buy Neighboring Towns

The old market place of Florence—the Mercato Vecchio—and its immediate environs were torn down in 1890, much to the sorrow of antiquarians, in order that the sanitation of the city might be improved. Around this most characteristic feature of the old city congestion was very marked. The walls of the buildings that formed many of the "streets" could be touched simultaneously by outstretched arms. Windows were mere slits letting in little light and air; and the filth of ages had accumulated in cellars and rooms. On the site of the old market section has been constructed the modern but commonplace Piazza of Victor Emmanuel.

Florence is in the north central part of the Italian peninsula but on the west side of the Apennine mountains. It is situated on the river Arno about 50 miles from the sea. Medieval Florence, needing an outlet for its commerce, bought its way to the sea by purchasing at one time the title to Pisa on the Arno near its mouth, and Leghorn, a seaport a few miles from Pisa.

Bulletin No. 1, November 27, 1922.

Photograph by Garner Curran, © National Geographic Society.

A BREAD LINE IN VLADIVOSTOK. (See Bulletin No. 4.)

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Montenegro: National David When Turkey Was Goliath

ONE OF THE interesting things about a new map of Europe is what has been removed, as well as the many new countries and place names thereon. "Among the missing" is Montenegro, most picturesque of the Balkan nations before the war, now merged with the Kingdom of the Serbs, Croats and Slovenes.

Montenegro, then smaller than Delaware, and sometimes with no more than 8,000 fighting men within its borders, is the one patch of land in the broad expanse of the Balkan Peninsula that kept itself free from Turkish conquest during the five and a half centuries since the Turks crossed the Hellespont. One after another the regions that are now Bulgaria, Greece, Serbia, and Albania fell before the excellent Turkish fighting organizations, and settled down for hundreds of years under a condition little better than slavery to Moslem masters.

Island of Christians in Sea of Mohammedans

Montenegro remained practically a Christian island in a sea of Mohammedanism. Only on its western border was it in contact during this long period with other Christian territory, a narrow strip of the Adriatic coast controlled by Venice.

Because, in spite of its seeming insignificance, it was the one region to defy the Turks, it early became the cherished dream of all Turkish leaders to bring the "upstart Montenegrins" under their yoke or annihilate them. The resulting series of well authenticated facts that makes up Montenegrin history would not make good fiction: it seems too improbable. Time and again the Turks fitted out tremendous armies that might almost be compared to the vast horde that Xerxes threw against Greece, and marched them against the little handful of Montenegrins in their mountains. And each time—sometimes quickly and sometimes after painful retreats—the mountaineers sent them reeling back with almost unbelievable losses. In one period of twelve years between 1424 and 1436 the records show that 63 battles were fought, resulting in 63 victories over the Turks.

Fought From Rocks

Usually the larger Turkish armies penetrated some distance into Montenegro. But without having learned from former experiences they usually found themselves sooner or later in some rock-hemmed valley of the endless Montenegrin hills. Every rock gave up its straight-shooting mountaineer who fired until his ammunition gave out and then, with his comrades, fell on the remaining Turks and slaughtered them with his saber. In a number of such battles the toll of life was twenty Turks for every Montenegrin. Three times Cetinje, the capital, was overrun by Turkish forces; but the Montenegrins retired to the higher mountains, awaited their opportunity, and drove the invaders out. Such an admirer of the indomitable Montenegrins was Gladstone when he studied the history of their unequal struggle that he declared: "The traditions of Montenegro exceed in glory those of Marathon and Thermopylae and all the war traditions of the world."

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determined the particular study to which he would devote himself. When but 28 years old he published his treatise on navigation. It attracted favorable attention in this country and abroad and became the textbook of the navy.

Cultivating "Patches of Knowledge"

"Incapacitated for active service by a broken leg, his ambition for command afloat had to be abandoned, though while on crutches he applied for sea service, which was denied him. Writing to a friend at this time, he said: 'I'll content myself with cultivating a few little patches of knowledge. What shall they be? Shall they be light and heat, storms or currents? ship-building or ship-sailing? steam or projectiles? hollow shot or gravitation? gases or fluids? winds or tides—or—?'

"His 'patches of knowledge' grew until they almost covered the geography of the world and all naval lore, as the waters cover the sea. In his famous 'Scraps from a Lucky Bag,' he advocated the adoption of steam as a motive power and predicted a new era in naval warfare of big guns. Did he dream of a gun that could shoot an hundred miles?

"He advocated a naval school for midshipmen, 'that they might be instructed in the higher duties of their profession,' and urged the use of regular textbooks. His new ideas fairly startled old sea dogs, who basked in the glories of tradition and regarded new things as revolutionary. But the reforms that he proposed delighted the thoughtful and ambitious, and stimulated study and exploration and science in the navy.

Other Scientific Work

"In 1843, he read to a distinguished audience in Washington, composed of the President and envoys and Congressmen, a paper, 'The Gulf Stream and Its Causes,' and later a paper on the connection of terrestrial magnetism with the circulation of the atmosphere.

"Merely to state the varied achievements of this master naval scientist attests his many-sided service. In addition to his purely maritime discoveries and accomplishments, Senator Vest declared 'the whole signal-service system of this country originated with the navy, and the man in whose brain it first had existence was M. F. Maury.' His system of weather reports has been extended so that on land as well as on sea he was a benefactor, whose ideas have not only made for safety in navigation, but have been of inestimable value to agriculture."

Bulletin No. 2, November 27, 1922.

Note to Teachers

References to articles and pictures in The National Geographic Magazine concerning subjects treated in this Bulletin are given because many teachers wish to employ them for further study or for project and problem assignments. The following is only a partial bibliography extracted from "The Cumulative Index of The National Geographic Magazine" (1899-1922, inclusive). A limited supply of some copies may be ordered from The Society's offices at the prices named. Those numbers marked with an asterisk (*) are out of print. Bound volumes of The Geographic may be consulted in any public library and in school libraries.

Florence: Inexhaustible Italy. By Arthur Stanley Riggs. Vol. XXX, pp. 273-368, 76 illustrations, 1 page map, Oct. 1916. 25c.

For pictures of Italy see The Pictorial Geography Set on Italy, 48 loose-leaf sheets, 4 in color, $1.50 per set. Groups of any three different sets (144 sheets) ordered at one time, $4.00.

Oceanography: The Gulf Stream, Grandest and Most Mighty Terrestrial Phenomenon. By John Elliott Pillsbury. Vol. XXIII, pp. 767-778, August, 1912. (*)

A Battle-Ground of Nature: The Atlantic Seaboard. By John Oliver La Gorce. Vol. XXXIII, pp. 511-546, 23 illustrations, 4 half-page maps, June, 1918. 25c.

Montenegro: Greece and Montenegro. By George Higgins Moses. Vol. XXIV, pp. 281-310, 24 illustrations. March, 1913. 25c.

East of the Adriatic (Notes on Dalmatia, Montenegro, Bosnia and Herzegovina). By Kenneth McKenzie. Vol. XXIII, pp. 1159-1187, 37 illustrations. Dec., 1912. 75c.

Map of the New Europe, Showing Countries as Established by the Peace Conference at Paris, may be had while supply lasts from The Society's headquarters—with index—Paper, $1; Linen $1.50.

Vladivostok: Glimpses of Siberia, the Russian Wild East." By Cody Marsh. Vol. XXXVIII, pp. 512-536, 26 illustrations, Dec., 1920. 50c.

Asia Minor: The Cradle of Civilization. By James Baikie. Vol. XXIX, pp. 127-162, 25 illustrations, Feb., 1916. 25c.

Homer's Troy Today. By Jacob E. Conner. Vol. XXVII, pp. 520-532, 11 illustrations, 1 half-page map, May, 1915. 25c.

Scenes in Asia Minor. Vol. XX, pp. 174-193, insert 34 illustrations, no text, Feb., 1909. 25c.

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The Roads and Stores and People of Asia Minor

THE national clashes of Turkey and Greece in Europe are historic. The individual differences of Turks and Greeks in Asia Minor had much to do with the uprising of the Anatolian Turk and his overthrow of the Sultan's absolute sway from Constantinople.

The modern history of Asia Minor began when the Seljuks invaded it, only a few years after William the Conqueror set foot on English soil. A pronouncement of Mohammed saved the Greeks from either displacement or forcible conversion. The true believers paid no taxes. Hence the Greeks of Asia Minor were as much of an economic asset to the Turks as were the slaves to our own Southland before the Civil War.

Tax Payable in Children

The conflict of Greek and Turk of 1922 also has its roots in a practice which would be even more revolting to the twentieth century than slavery—"tribute-children" were demanded of the subject people to fight in the army of Islam. By drafting children of Christians the famous janizaries were formed and these picked troops, under Mohammedan training, were mighty in battle and efficient in peace time as police.

The contribution of Classic Greece to world culture is universally recognized; but the renascence of Greek cities and towns during the eighteenth century is not so generally realized. Smyrna, now in the hands of Turks, had a famous school with a great library, and the city itself was called a "veritable home of civilization and intellectual propaganda on the threshhold of Asia." Aviii, a seaport to the north, frequently mentioned in recent dispatches, has been called the "Oriental Boston." Here the passion for Hellas once induced the city council to enact a law compelling citizens to speak in Attic Greek, and imposing as a penalty recitation of Homeric lines for talking any other way.

Area of Greek Administration

When Greece revolted in 1821, and America was stirred by Daniel Webster's famous oration on the Greek cause, Asia Minor Greeks felt the fury of Turkish massacres. Avili was razed and Smyrna devastated, but the Greeks survived. The sea coast area of Asia Minor, assigned to Greek administration, which the Turks captured, was carved from the old Turkish vilayets of Brusa and Aidin.

In these two divisions the Greek population is estimated to have nearly doubled within the past 25 years, until it approached a million just before the Turks razed Smyrna.

One element in this expansion has been the Greek aptitude for trade in contrast to the Turk's ingrown distaste for commerce. A striking aspect of many a town in Western Asia Minor is the single shop, with merchandise as conglomerate as an old-time American village country store, and invariably this shop is kept by a Greek. Greek peasants settled in many fertile valleys and all over the land they erected schools. In Smyrna itself more than half the population

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Montenegro means "black mountain." If it were "gray mountain" the name would be exactly descriptive, for the country is a sea of gray ridges of rock, and much of the area is without growth of any kind or even soil. Terraces of stone have been constructed on many of the hillsides to hold carefully collected soil that it may be cultivated. There are a few valleys that are cultivated, but these were for the most part accessible to the Turks and often had to be abandoned. Montenegro was without a seaport until 1877 when the late King Nicholas, then Prince, captured Antivari and Dulcigno from the Turks. The excellent harbor of Cattaro, which the Montenegrins have always felt to be their natural gateway to the sea, was controlled by Venice and later by Austria.

Successions from Uncle to Nephew

Montenegro's rulers have constituted a unique phase of the country's life. In 1516 the prince abdicated, gave his office to the ranking bishop of the Greek Church in the country and sailed away. The ruler, whose title was Vladika, was at once prince, bishop, judge, legislator and commander-in-chief. The office was hereditary, but since the bishop could not marry, the inheritance was from uncle to nephew. This odd arrangement continued until the middle of the nineteenth century with a long line of what Americans might be tempted to call "fighting parsons" as rulers. The inevitable romance broke it up. Young Danilo, who fell heir to the complex office of Vladika, was in love with a Serbian girl. By a *coup d'etat* he separated the ecclesiastical and secular functions, retaining the latter for himself and passing the former over to a church prelate. It was then provided that succession should be from father to son. By an odd turn of fate, however, he died in his youth without an heir and the throne as before went to a nephew, the late Nicholas.

Bulletin No. 3, November 27, 1922.

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THE PALACES OF THE CONE-DWELLERS OF ASIA MINOR ARE PINNACLES

In these nature-made apartment houses the Troglodytes of Cappadocia dwell, oblivious of wars or racial strife. The practice of living in caves, cliffs, or cavities dates back to a stage of society hard for us to realize.

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Vladivostok: Besieged by Eastern Siberia "Reds"

ON THE eight-day trip from Moscow she told fellow passengers on the Trans-siberian railway of an Englishman who was disappointed because he spent ten days in New York and had not seen an Indian.

Just before alighting at the terminal city of the longest railroad in the world she inquired, "Is there much danger from wolves in Vladivostok?"

Not only is there about as much danger of meeting a wolf in Vladivostok as there would be of encountering a mountain lion in San Francisco; but there are other likenesses between these port cities, especially if the Vladivostok of just before the war be compared with the San Francisco of its earlier, Barbary Coast days.

Compared to San Francisco

The city of the Golden Horn is younger than our city of the Golden Gate, having been founded in 1860. Had its normal development not been interrupted by the war, its hinterland beset by Soviet forces, unsettled by rapid changes of government and now reported to be left without any because of the attacking Chita troops, Vladivostok might soon have rivalled our own coast city in population and beauty.

"Living is extremely dear," said the Baedeker of 1912; and of the Vladivostok of 1922 it might be said with equal truth that human life is very cheap. The city warranted a Bret Harte's attention for its bizarre and colorful atmosphere during war times, but for the variety of peoples who made up its transitory population it outdid any earlier experiences of our own frontier towns. Normally it has fewer than 50,000 people; by 1918 its residents numbered nearly 200,000. The influx was made up of human gradations between typhus victims and American millionaires. Huge piles of war material were massed there before the revolution came—acres of automobiles, mountains of car wheels, and square miles of barbed wire.

Contrasts Are Extreme

Even in ordinary times Vladivostok is a city of extreme contrasts, as might be expected of a place where Chinaman and Russian compete, where east literally meets west. Alighting at the European-looking station, from one of the most luxurious trains of any continent (1918 was the last year you could have done that) you saw trailers, automobiles, droshkies, carriages and jinrikishas. Russians, Japanese, Chinese and Koreans predominated, with many Europeans, occasional Americans and Africans.

A tongue of hilly land thrust out into a land-locked bay constitutes the site of "The Mistress of the East." The architecture maintains the European note struck by the station; which makes the presence of Oriental people, conveyances and customs all the more exotic. You no sooner accustomed yourself to the dreary routine of bazaar buying, flourishing lotteries, and Babel of tongues than you encountered the more familiar telegraph office, motion picture theater, museum, club and university. You may dodge a European racing car, under

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was Greek, and in lessening numbers the Greeks penetrated the coastal plains, but the plateau which forms the interior of the peninsula is the stronghold of the Turk.

The "Corner Grocery" of Turkey

Pause a moment to examine the stock of one of these stores—either the single emporium of a village, or a lonesome shop set by the roadside to catch the passing crowd. Your up-to-the-minute American merchant who aspires to "quick turn-over" has eliminated door-steps as one of those minor obstacles which may be just enough to divert a customer to an adjacent competitor. Your Greek merchant of Asia Minor has done away with the front of his store; his stock of goods constitutes his display. He sits cross-legged at the entrance, smoking his inevitable cigarette. His merchandise comprises coffee, tubs of olives, tobacco, blankets, garlic, bread, sweetmeats, dried beef, salt, cheese and sugar.

One other absence, besides Turkish merchants, is conspicuous in Asia Minor—that is the women. Where Christian mingles with Moslem he must adopt the latter's policy of feminine seclusion. Upon entering a Greek home one may look upon the faces of its women-folk, but the casual traveler meets only men on the highways and encounters only men at the Khans, or inns, and should he observe a female form in the distance her face will be covered before he can distinguish her features.

A Good Roads Idea Went Wrong

Travel is congested on many a Turkish road which seems extremely remote to western eyes. Accustomed as is the American to automobile-dotted highways he would marvel at the traffic jams of heavily laden camel caravans in the interior of Anatolia. Then there are the slow-moving bullock carts, carriers of enormous burdens.

Even the Turk has a reason for his likes and dislikes; and his opposition to western innovations not always is based on religious perjudices or sheer inertia. It was these bullock carts which aroused the opposition to macadam roads—an improvement which seems to young American salesmen so obviously useful that the Turk would not oppose it.

It soon was found that the rounded iron tires of one-ton bullock carts made a macadam road look like a corrugated roof. Whereupon officials ordered bullock carts using the new roads equipped with wide, flat tires, which made necessary new wheels at considerable expense to the farmer. The country-side farmer rebelled and demanded the restoration of his stone roads with their magnified cobble stone surfaces, and once more was credited with "pure cussed-ness" by newspaper readers at occidental breakfast tables.

an American electric light, and run plumb into a coolie burden-bearer despite the warning cries of a Russian policeman. The "Golden Horn" restaurant was the rendezvous of bon vivants of the world.

Breaks All Civic Rules

Small wonder living was extremely dear in the old days and is an acute problem now, since the city subsisted formerly on supplies from China and Japan, Europe and even America. Its growth seems due to some inexplicable exception that proves the rule that a city, to succeed, should be self-sustaining, interchange products with the country around it, be thrifty, cultivate civic consciousness, be well governed, and possess some racial, cultural or patriotic unity. It owed its commerce to the fact that it was the most nearly ice-free port of Siberia, by which virtue it became the terminus of the Trans-siberian railway, and to the military and naval establishments maintained by the government of the Tsar.

Now its patron government has disappeared, its railway has been cut into units by the national entities along its course, and Bolshevism looms as an economic as well as a passenger barrier along the far-flung rail ribbon that once extended some 7,000 miles to Calais.

In the way of exports, in its palmiest days, it had nothing more important to give the world than sea-cabbage, trepang and a fungus gathered from decayed wood, for all of which China was its principal customer. Trepang is the dried body of the holothurian, commonly known as the sea slug, more appealing to the curiosity than to the palate of the occidental. For this snail-like creature can throw off, when frightened, its vital organs—digestive, respiratory and reproductive—and replace them all within a few weeks. Nature here seems to hold that two can live more easily, if not more cheaply, than one. When the sea slug becomes too hungry for comfort it divides in two parts and each, developing rapidly into complete units, goes on a search for food.

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SILK CULTURE AT ADALIA, IN ASIA MINOR, SHOWING COCOONS

Adalia has a considerable silk industry, the climate of this section being conducive to the growth of the mulberry tree. The cocoon sheds are erected outside the city limits.